

Rick Correa

DEPARTMENT OF TRANSPORTATION
INTRA-DEPARTMENTAL MEMORANDUM

February 10, 2009

TO: Mr. Dennis W. Heuer, P.E., District Administrator

SUBJECT: Proposed Bridge on Rte. 13 over Southern Branch Elizabeth River
(Gilmerton Bridge)

City of Chesapeake
Rte. 13 Proj. 7013-131-V03, B615

I am sending you herewith a copy of a letter dated February 2, 2009 from the United States Coast Guard attaching a copy of the Bridge Permit for the subject structure.

Your attention is called to the fact that the times for commencing and completing the construction of this bridge are within 3 (three) years and 5 (five) years respectively, from the date of this permit, which is January 30, 2009. Please advise US Coast Guard, Fifth District Bridge Office (OBR), when work on the bridge is to commence, when it is commenced and when it is completed. It is Coast Guard policy to require written notification 45 days before any work is to be conducted to construct, repair or remove a bridge over a navigable waterway.



Russell L. Martin, P.E.
Senior Structural Engineer

For: Kendal R. Walus, P.E.
State Structure and Bridge Engineer

RLM : rlm

Attachments

cc: Chief Engineer
Environmental Division Administrator, Attn: Mr. R. C. Woody - w/attachments
State Location and Design Engineer
State Scheduling and Contract Engineer - w/attachments
District Structure and Bridge Engineer - w/attachments
Residency Administrator - w/attachments
Project Manager - w/attachments
Permit File - w/attachments

U.S. Department of
Homeland Security

United States
Coast Guard

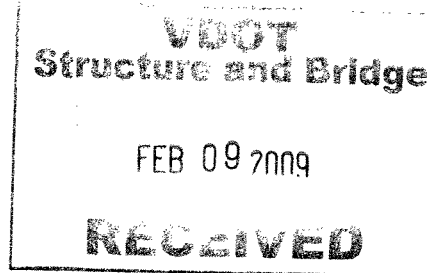


Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, Va. 23704-5004
Staff Symbol: (dpb)
Phone: (757) 398-6422
Fax: (757) 398-6334
Email: Bill.H.Brazier@uscg.mil

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Mr. Kendal Walus, P.E.
State Structure and Bridge Engineer
Virginia Department of Transportation (VDOT)
1401 East Broad Street; 10th Floor
Richmond, VA 23219-2000



Dear Mr. Walus:

Enclosed is the Coast Guard Bridge Permit 9-08-5 dated January 30, 2009, approving the location and plans of a bridge to be constructed across the Southern Branch of the Elizabeth River, Atlantic Intracoastal Waterway, at Chesapeake, VA. The following stipulations shall be adhered to:

a. The Contractor shall submit his plan and schedule of operation for approval at least 45 days prior to commencement of work in the waterway. On copy of such information shall be submitted concurrently to the Resident Engineer, the United States Coast Guard Commander (dpb); Federal Building, 1st Floor, 431 Crawford Street; Portsmouth, Virginia 23704-5004, and the U. S. Coast Guard Sector Hampton Roads at 4000 Coast Guard Boulevard, Portsmouth, VA 23703-2199. The information shall include a sketch of the waterway; the bridge; the location of any restrictions that will be placed in the waterway such as barges, anchors, and anchor lines; the location and height above mean high water and detailed description of any scaffolding, or netting; detailed description indicating the placement, type and dimension of any cofferdams if used. The schedule should also include the hours of operation and whether or not the equipment will be removed at night. The contractor shall comply with all provisions of the Navigation Rules International - Inland, available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. The Contractor shall submit to the Resident Engineer a copy of all correspondence between the Coast Guard and himself or herself. No deviation from the approved plan and schedule of operation may be made unless the modification has previously been submitted and approved by the Coast Guard.

b. All bridge closures for the existing-to-be-replaced bridge shall be requested in writing to be received at this office at least 15 days in advance. If any closures will exceed three consecutive days, we must be advised at least 30 days in advance so that we may make the appropriate marine notifications. Time restrictions for the navigational traffic shutdown shall be strictly adhered to. Any request for an extension of the closure dates stated above shall be forwarded at least 30 days in advance to the Coast Guard for approval.

c. At no time during the work will the waterway be closed to navigation without prior approval from the Coast Guard. You are required to maintain close and regular contact with Coast Guard Sector Hampton Roads to keep them informed of activities in the waterway at (757) 668-5555.

d. Barges that are used in the waterway during the project must be marked in accordance with Title 33 Code of Federal Regulations, Section 118.95 that outlines temporary marking and lighting requirements. Enclosure (2) outlines temporary marking and lighting requirements for barges and structures not part of the bridge that will be used during construction. If barge or float anchor lines are used, they must be marked by anchor buoys, which should be lighted. If you should have any questions, regarding lights on the barges or work floats, please contact Mr. John Walters, Chief, Planning and Waterways Management Section, at (757) 398-6230. Floating equipment shall have a radiotelephone capable of operation from its main control station in accordance with Part 26 of Title 33, Code of Federal Regulations and shall be monitored during all periods the floating equipment is on station.

e. During the progress of work, while the channel is in operation, should any material, machinery or equipment be lost, dumped, thrown overboard, sunk or misplaced which may be dangerous to or obstruct navigation, immediate notice shall be given to the Coast Guard and the object removed with the utmost dispatch. Until removal can be effected, the objects shall be properly marked in order to protect navigation. Notice to the Coast Guard shall give a description and location of any such object and the action taken or being taken to protect navigation.

f. Upon completion of the proposed project, an inspection of the waterway bottom shall be performed to insure that all construction waste materials have been completely removed. Certification will be required in writing by a licensed engineer or licensed surveyor that the waterway has not been impaired and all construction related debris has been cleared from it. The certification shall include the actual method used to conduct the inspection. The Contractor shall remove any bridge related debris, resulting from the current or prior work or occurrences, discovered during this survey.

g. Upon completion of the bridgework, a responsible official of VDOT shall verify as-built clearances and a statement attesting to the correctness of the clearances shall be forwarded to this office for record purpose. In lieu of verification by the above listed official, certification by a licensed surveyor or registered professional engineer registered in the Commonwealth of Virginia will be accepted.

h. Except as shown on the plans, no dredging, excavation, filling, rip-rap, or other work affecting the bottom, shall be done in conjunction with this work.

i. If during the periods of construction, permanent lighting cannot be maintained operable, the fenders of each pier shall be marked with a battery or power operated quick flashing white light of not less than 60 flashes per minute and visible for a range of 2,000 yards on 90% of the nights of the year. Generally, a lamp of 20-candle power will meet these requirements. If necessary to obtain coverage required, a light or lights on the upstream and downstream sides shall be installed. The piers shall be so marked until the construction has been completed and permanent navigational lighting has been reinstalled and determined to be operating satisfactorily. Written approval from the Coast Guard of temporary lighting during periods of

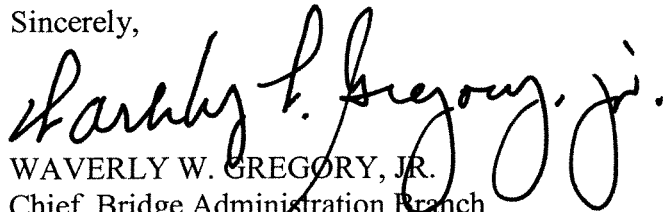
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construction is required. No existing bridge navigation lights shall be impaired or blocked during darkness or periods of reduced visibility.

j. Compliance with the requirements stated herein does not relieve the contractor of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the Commonwealth of Virginia, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge. It is advised that the Coast Guard can levy monetary civil penalties for violations of bridge regulations and statutes.

The office of the Bridge Administrator, Fifth Coast Guard District, shall be notified immediately upon completion of the project. If you should have any questions regarding this matter, please call Mr. Bill H. Brazier at the above listed telephone number.

Sincerely,



WAVERLY W. GREGORY, JR.
Chief, Bridge Administration Branch
By direction of the Commander
Fifth Coast Guard District

Encl: (1) Bridge Permit 9-08-5 dated January 30, 2009
(2) USCG Temporary Marking & Lighting

Copy: Ms. Cynthia A. Harney, Administrative & Program Specialist III, VDOT
Mr. John Walters, (dpw) w/encl
USCG Sector Hampton Roads, Waterways Management w/encl



BRIDGE PERMIT

(9-08-5)

JAN 30 2009

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS the Secretary of Homeland Security has delegated the authority of Section 502(b) of that act to the Commandant, U. S. Coast Guard by Department of Homeland Security Delegation Number: 0170.1;

AND WHEREAS before construction is commenced, the Commandant must approve the location and plans of any such bridge and may impose any specific conditions relating to the construction, maintenance and operation of the structure deemed necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - COMMONWEALTH OF VIRGINIA - has submitted for approval the location and plans of a bridge to be constructed across the Southern Branch of the Elizabeth River, Atlantic Intracoastal Waterway, at Chesapeake, Virginia;

NOW THEREFORE, This is to certify that the location and plans revised January 2009 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Fifth Coast Guard District, prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in the judgment of the District Commander the construction work has reached a point where such action should be taken, but in no case later than 90 days after the bridge has been opened to traffic.

**Bridge replacement across the Southern Branch of the
Elizabeth River, Atlantic Intracoastal Waterway, at
Chesapeake, VA**

**JAN 30 2009
BRIDGE PERMIT
(9-08-5)**

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. The location of, and materials to be used in construction of, the pier protection fender system as shown on the approved plan sheets 2, 3 and 4 (of 4) revised January 2009 shall be submitted to the District Commander for approval prior to commencing construction of such system. The permittee understands and agrees that, if the adjacent Norfolk Southern Railroad bridge, mile 5.8, is modified or replaced, the permittee will be required, upon due notice from the United States Coast Guard, to alter the pier protection fender system on a prorata basis for the Gilmerton Bridge to allow for a horizontal clearance equal to the new pier protection fender system horizontal clearance provided by the adjacent bridge, not to exceed 222 feet, without expense to the United States. The installation and maintenance of the pier protection fender system shall be for the safety of navigation and be in accordance with plans submitted to and approved by the District Commander prior to its construction. No claim shall be made against the United States on account of any such alteration.

5. Clearance gauges shall be installed and maintained in a good and legible condition by and at the expense of the owner of the bridge. The type of gauges and the locations in which they are to be installed will be submitted to the District Commander for approval.

6. All parts of the existing to-be-replaced Gilmerton (US 13/460) Bridge and fender system across the Southern Branch of the Elizabeth River, Atlantic Intracoastal Waterway, mile 5.8, not utilized in the new bridge shall be removed down to or below the natural ground line or mud line and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 5.8, will be allowed for such removal and clearance.

7. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

**Bridge replacement across the Southern Branch of the
Elizabeth River, Atlantic Intracoastal Waterway, at
Chesapeake, VA**

JAN 30 2009

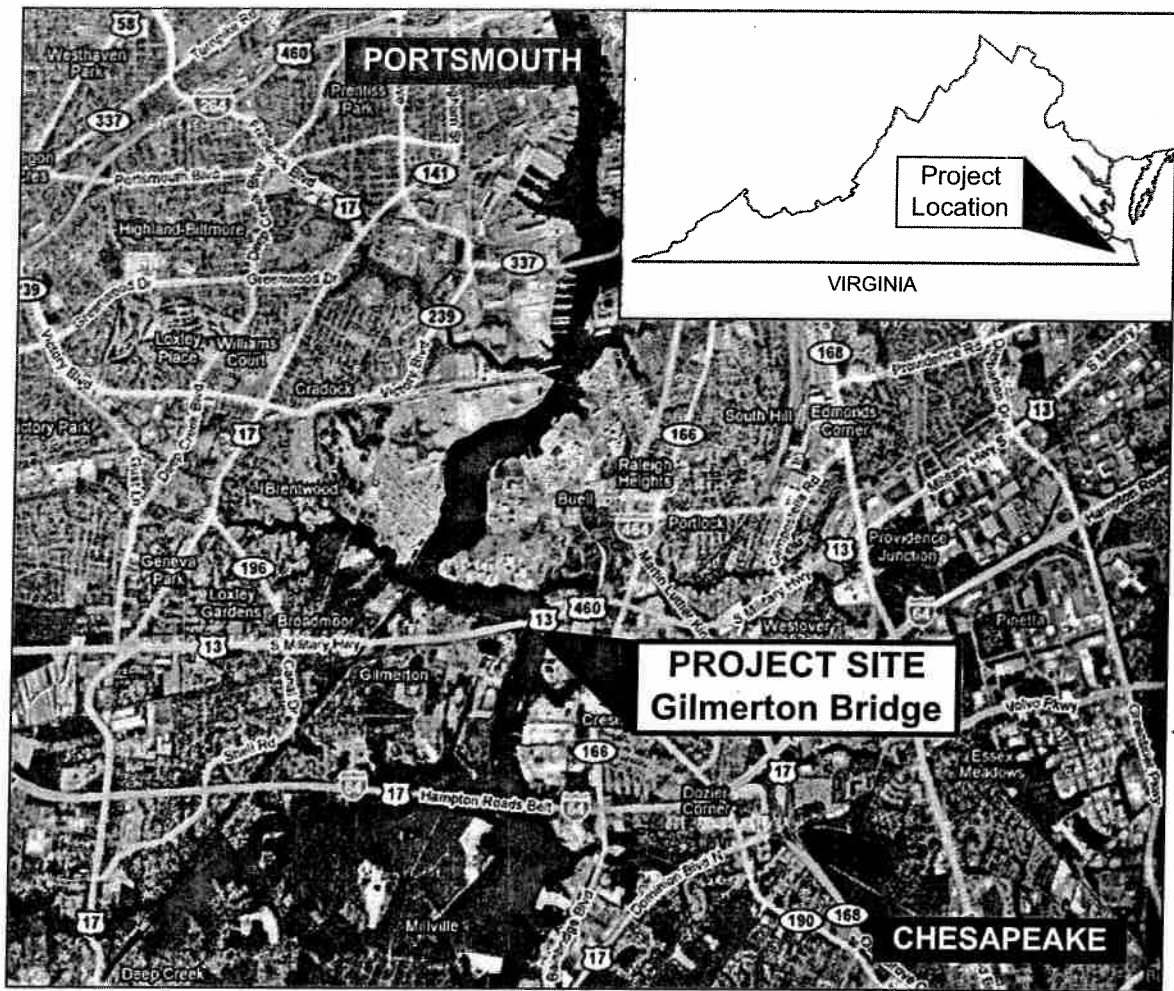
BRIDGE PERMIT

(9-08-5)

8. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within five years after the date of this permit.



HALA ELGAALY, P.E.
Administrator, Bridge Program
U. S. Coast Guard
By direction of the Commandant

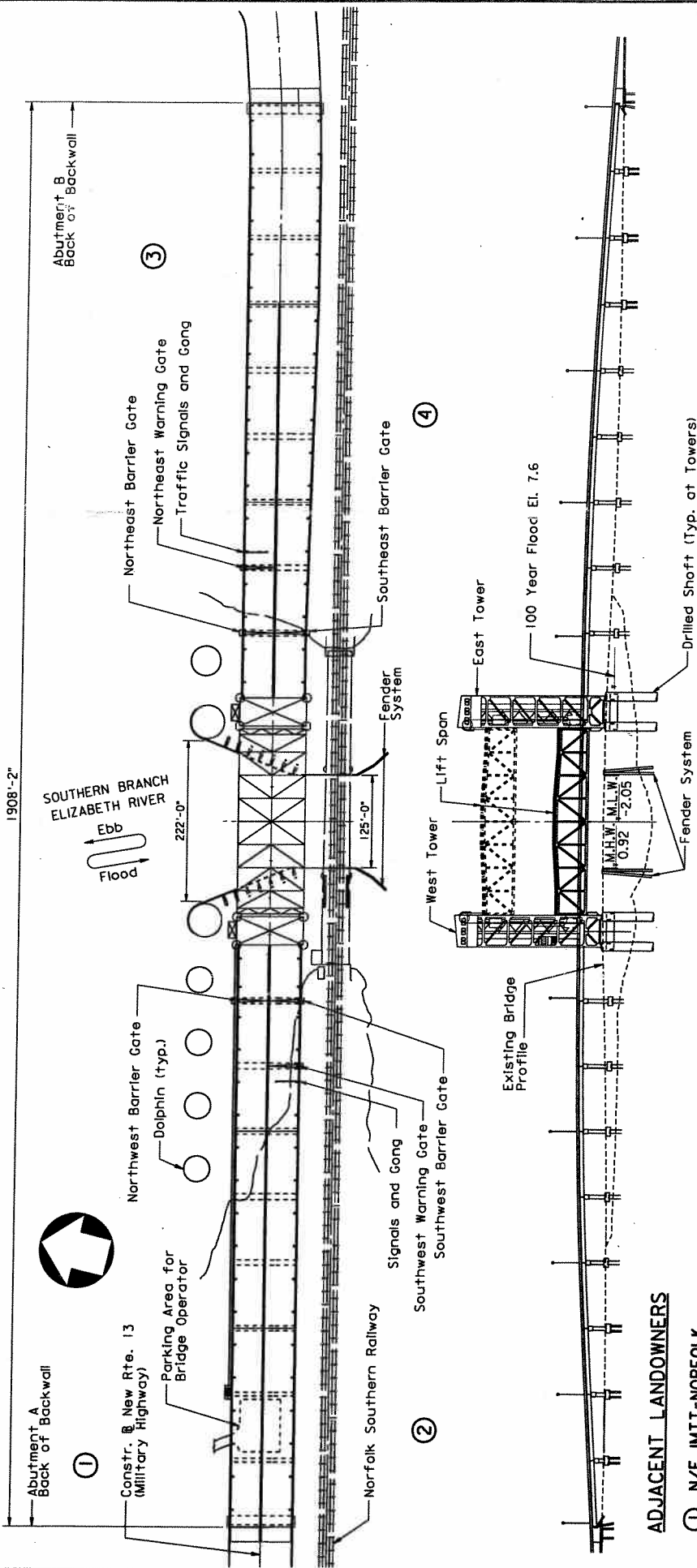


LOCATION PLAN

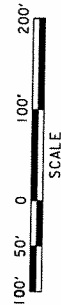


PROPOSED BRIDGE ON
 RTE. 13 (MILITARY HIGHWAY) OVER
 SOUTHERN BRANCH ELIZABETH RIVER
 WATERWAY MILE MARKER 5.8
 CITY OF CHESAPEAKE
 APPLICATION BY

VIRGINIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF THE STRUCTURE AND BRIDGE ENGINEER
 RICHMOND, VA MAY 2008 (REV'D JAN.2009)



GENERAL PLAN AND ELEVATION



ADJACENT LANDOWNERS

① N/F IMTT-NORFOLK
PARCEL 0260000000120
DB 2676 PG 267
MB 102 PG 52
B-1 RESUB A & B CHESTER ENERGY CO.
(TAX) 86.88 ACRES

② N/F VEPCO
PARCEL 0260000000090
DB 1023 PG 57
MB 33 PG 38
(MAP) 124.33 ACRES

③ SOUTHERN STATES
COOPERATIVE, INC.
PARCEL 1650000000010
DB 860 PG 175
MB 22 PG 33 & 50
SOUTHERN BRANCH HODGES
46.047 ACRES

④ N/F STEUART
INVESTMENT COMPANY
PARCEL 0260000000150
DB 1936 PG 140
MB 72 PG 44
PARCEL 2, THE BORDEN COMPANY
(MAP) 30.233 ACRES

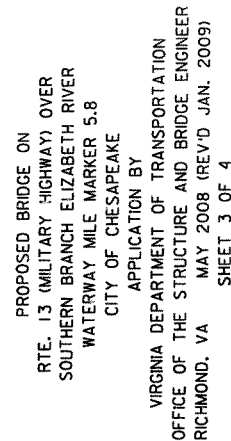
NAVIGATIONAL CLEARANCES

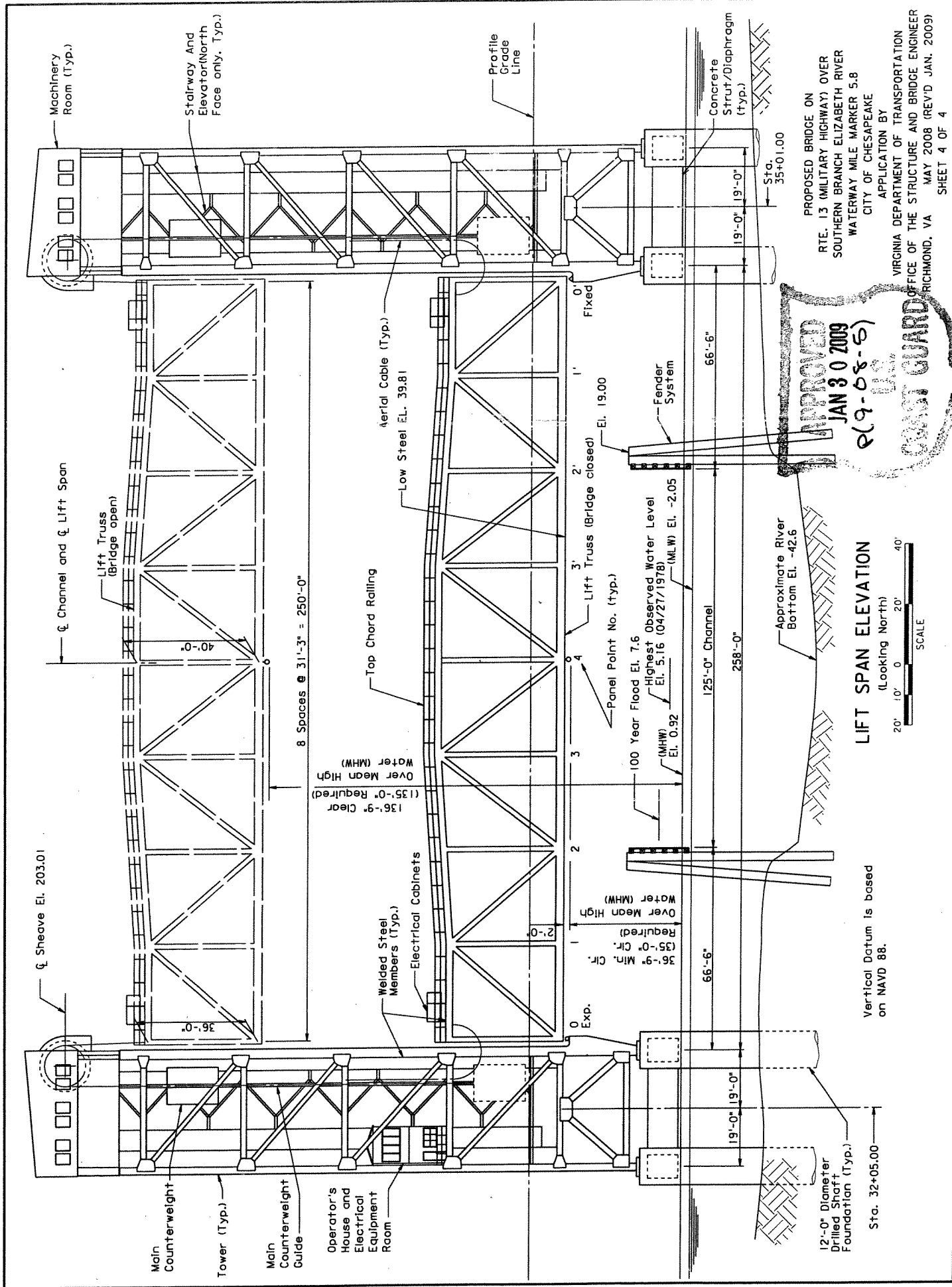
HORIZONTAL:
Maximum Horizontal Clearance = 222 Feet.
Minimum Horizontal Clearance = 125 Feet.
See Sheet 3 of 4 for details.

VERTICAL:
Bridge in Closed Position: Vertical Clearance over Mean High Water = 36.75 Feet.
Bridge in Closed Position: Vertical Clearance over Mean Low Water = 39.72 Feet.
Bridge in Open Position: Vertical Clearance over Mean High Water = 136.75 Feet.
Bridge in Open Position: Vertical Clearance over Mean Low Water = 139.72 Feet.
See Sheet 4 of 4 for details.



PROPOSED BRIDGE ON
RTE. 13 (MILITARY HIGHWAY) OVER
SOUTHERN BRANCH ELIZABETH RIVER
WATERWAY MILE MARKER 5.8
CITY OF CHESAPEAKE
APPLICATION BY
VIRGINIA DEPARTMENT OF TRANSPORTATION
OFFICE OF THE STRUCTURE AND BRIDGE ENGINEER
RICHMOND, VA MAY 2008 (REV'D JAN. 2009)
SHEET 2 OF 4





PROPOSED BRIDGE ON
 RTE. 13 (MILITARY HIGHWAY) OVER
 SOUTHERN BRANCH ELIZABETH RIVER
 WATERWAY MILE MARKER 5.8
 CITY OF CHESAPEAKE
 APPLICATION BY
 VIRGINIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF THE STRUCTURE AND BRIDGE ENGINEER
 RICHMOND, VA MAY 2008 (REV'D JAN. 2009)
 SHEET 4 OF 4



LIFT SPAN ELEVATION
 (Looking North)
 20' 10' 0 20' 40'
 SCALE

Vertical Datum is based
 on NAVD 88.

LIGHTING REQUIREMENTS FOR BARGES AND STRUCTURES NOT PART OF A BRIDGE OR APPROACH STRUCTURE

88.13 Lights on barges at bank or dock.

(a) The following barges shall display at night and, if practicable, in periods of restricted visibility the lights described in paragraph (b) of this section:

- (1) Every barge projecting into a buoyed or restricted channel.
- (2) Every barge so moored that it reduces the available navigable width of any channel to less than 80 meters.
- (3) Barges moored in groups more than two barges wide or to a maximum width of over 25 meters.
- (4) Every barge not moored parallel to the bank or dock.

(b) Barges described in paragraph (a) in this section shall carry two unobstructed white lights of an intensity to be visible for a least one mile on a clear dark night, and arranged as follows:

- (1) On a single moored barge, lights shall be placed on the two comers farthest from the bank or dock.
- (2) On barges moored in group formation, a light shall be placed on each of the upstream and downstream ends of the group, on the comers farthest from the bank or dock.
- (3) Any barge in a group, projecting from the main body of the group toward the channel, shall be lighted as a single barge.

(c) Barges moored in any slip or slough which is used primarily for mooring purposes are exempt from the lighting requirements of this section.

33 CODE OF FEDERAL REGULATIONS, SECTION 118.95 LIGHTS ON STRUCTURES NOT PART OF A BRIDGE OR APPROACH STRUCTURE

Lights on sheer booms, isolated piers, obstructions, and other structures not part of a bridge or approach structure must meet the requirements for aids to navigation in **Subpart 66.01** of Part 66 of this chapter

33 CODE OF FEDERAL REGULATIONS, SECTION 66.01-10

(a) The characteristics of a private aid to navigation shall conform to the United States Aids to Navigation System described in Subpart B of Part 62 of this subchapter, except that only tungsten-incandescent light sources will be approved for electric lights.

Therefore in accordance with **33 CFR 66.01-10(a)**, the above lights shall be marked with slow **flashing** yellow lights visible for two miles on a clear dark night. Lights similar to the Tideland ML-120 Barge Light may be used.